

REMARKS

Claims 1-5 and 7-20 are pending in this application. By this Amendment, claims 1, 4 and 14 are amended and claim 6 is cancelled. In particular, the features of claim 6 have been incorporated into claims 1 and 14.

An Election of Species was required and Applicants elected Fig. 6. Claims 1, 2 and 8-20 read on the elected Figure and claim 1 remains generic to claims 3-5 and 7. Rejoinder of non-elected claims 3-5 and 7 is thus requested when claim 1 is found allowable.

The rejection of claims 1, 2, 8, 9, 11, 14-16 and 18 under 35 U.S.C. §102(b) over Kinugasa et al., U.S. Patent No. 5,964,088, claims 1, 2, 14 and 15 under 35 U.S.C. §102(b) over Diefenthaler, Jr., U.S. Patent No. 4,531,379, and claims 12, 13, 19 and 20 under 35 U.S.C. §103(a) over Kinugasa in view of Official Notice, has been rendered moot by incorporating the features of claim 6 into claims 1 and 14.

Applicant appreciates the indication of allowable subject matter in claims 10 and 17.

Claims 1, 2, 6, 14 and 15 were rejected under 35 U.S.C. §102(e) over Fuwa et al. (Fuwa), U.S. Patent No. 6,345,496. The rejection, as applied to claim 6, is respectfully traversed.

Fuwa fails to disclose an exhaust emission control system with a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively, as recited in claim 1 and as similarly recited in claim 14.

Fuwa's Figs. 42 and 46 (which are the only Figures with a secondary engine) illustrate an engine 1, an auxiliary engine 120a and air/fuel ratio sensors 29a, 29b and 29c. Fuwa discloses controlling the air/fuel ratio of the auxiliary engine 120a based on the output signals from the air/fuel ratio sensor 29a (col. 32, lines 60-67). However, the air/fuel ratio sensor 29a

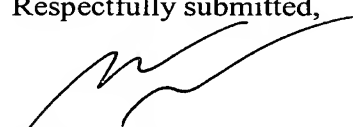
is not located downstream from the catalyst 8 (i.e., is not the second air/fuel ratio detection unit of claims 1 and 14). Fuwa fails to provide any disclosure with regard to controlling the air/fuel ratio admitted into the auxiliary engine 120a based on the air/fuel ratio detected by the air fuel ratio sensor 29b provided downstream from the catalyst 8. Fuwa thus fails to disclose all of the features recited in claims 1 and 14.

It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



James A. Oliff
Registration No. 27,075

Scott M. Schulte
Registration No. 44,325

JAO:SMS/sxb

Date: October 3, 2006

OLIFF & BERRIDGE, PLC
P.O. Box 19928
Alexandria, Virginia 22320
Telephone: (703) 836-6400

<p>DEPOSIT ACCOUNT USE AUTHORIZATION Please grant any extension necessary for entry; Charge any fee due to our Deposit Account No. 15-0461</p>
--